

LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA10 | Dunsmore, Wendover and Halton
Community data (CM-001-010)
Community

November 2013

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Department
for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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1 Introduction

- 1.1.1 The community appendix for the Dunsmore, Wendover and Halton community forum area (CFA10) comprises:
- community impact assessment record sheets for construction (Section 2);
 - community impact assessment record sheets for operation (Section 2.11);and
 - open space survey/public rights of way (PRoW) survey results (Section 4).
- 1.1.2 Maps referred to throughout the community appendix are contained in the Volume 5, Community Map Book.

2 Community impact assessment record sheets - construction

2.1 Durham Farm

Table 1: Durham Farm community impact assessment record sheet

Resource name	Durham Farm, Wendover Dean
Community forum area (CFA)	Dunsmore, Wendover and Halton (CFA10)
Resource type	Residential property
Resource description/profile	Durham Farm is a residential property located to the east of Wendover Dean.
Assessment year	Construction phase (2017+) extending into operation phase (2026+)
Impact 1: demolition	Impact: east of Wendover Dean, the Proposed Scheme will run for approximately 500m on viaduct. Construction of the Wendover Dean viaduct will require piers and foundations at Durham Farm, which will need to be demolished. The occupier(s) will need to relocate. Duration of impact: permanent.
Assessment of magnitude	Negligible: as fewer than five residential properties will be demolished.
Relevant receptors	Owner(s)/occupier(s) of the residential property.
Assessment of sensitivity of receptor(s) to impact	High: as it is a residential receptor.
Significance rating of effect	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).
Proposed mitigation options for significant effects	No mitigation. Compensation only for residential property owner(s).
Residual effect significance rating	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).

2.2 The Chiltern Way

Table 2: The Chiltern Way community impact assessment record sheet

Resource name	The Chiltern Way (Footpath WEN/36)
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Open space and recreational PRoW
Resource description/profile	The Chiltern Way (Footpath WEN/36) is a circular, mostly rural footpath, which is 352km (220 miles) in total, stretching round the Chilterns Area of Outstanding Natural Beauty (AONB) ¹ . The Proposed Scheme crosses this PRoW to the east of Wendover Dean by Wendover Dean Farm and Durham Farm.
Assessment year	Construction phase (2017+)
Impact 1: temporary re-routing of promoted route	Impact: the construction of the Wendover Dean viaduct will sever the Chiltern Way. The PRoW will be temporarily re-routed, with an additional distance of 100m. The PRoW will then be permanently re-aligned broadly on the original alignment, following completion of the viaduct works; the additional length will be negligible. Duration of impact: up to two years.
Assessment of magnitude	Negligible: given that this extra distance is minimal, the resource can continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the Chiltern Way.
Assessment of sensitivity of receptor(s) to impact	Medium: given that there are limited local alternatives and the PRoW is a moderately used resource. The Chiltern Way is a promoted route providing a circular walk that also connects with other PRoW within the local area. It is a valued recreational resource for the local community, with survey data from 2012 showing it to be a well used route ² . A survey undertaken on Sunday 26 August 2012 (08:00-18:00, cloudy weather) reported a total of 25 people on the Chiltern Way: 16 walkers (12 of whom were part of a rambling group), eight dog walkers and one jogger. All except one person were using this route for recreational purposes. The Chiltern Link (Footpath TLE/1) is another promoted route within walking distance of the Chiltern Way at Wendover Dean; whilst this is a south to north route rather than east to west it could be used as an alternative resource.
Significance rating of effect	Negligible- effect due to temporary re-routing (not significant).
Proposed mitigation options for significant effects	Not applicable (N/A)
Residual effect significance rating	Negligible- effect due to temporary re-routing (not significant).

¹ Chiltern Society; The Chiltern Way; www.chilternsociety.org.uk/about-ChltnWay.php; Accessed: 12 September 2013.

² It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a promoted route is assessed.

2.3 Residential properties on A413 London Road

Table 3: Residential properties on A413 London Road community impact assessment record sheet

Resource name	Residential properties on A413 London Road
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Residential properties
Resource description/profile	Residential properties on the A413 London Road (north-west of Wendover Dean and east of Dunsmore), as shown on Map CM-01-032, H7 (Volume 5, Community Map Book).
Assessment year	Construction phase (2017+)
Impact 1: loss of amenity	<p>Impact: residents of approximately five properties on A413 London Road (north-west of Wendover Dean and east of Dunsmore) are predicted to experience in-combination effects arising from significant visual and construction traffic (HGV movements) effects during the construction phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant visual effects due to views associated with the construction of the Small Dean viaduct and the new access track for Boswell Farm. There will also be increased lighting associated with the Small Dean viaduct satellite compound.</p> <p>Construction traffic: there will be a significant increase in heavy goods vehicle (HGV) traffic on A413 London Road. The A413 London Road is a construction route for HGV accessing the construction compounds in this CFA and also the Central Chilterns area (CFA9) and the Stoke Mandeville and Aylesbury area (CFA11).</p> <p>Duration: approximately six years and nine months, starting in 2018, in the case of Rocky Lane underbridge satellite compound/Wendover auto-transformer station satellite compound and Small Dean viaduct launch satellite compound. These compounds will be managed by the Small Dean viaduct main compound which will be operational for approximately four years and three months, commencing in 2017.</p> <p>Works will be phased at each compound throughout the construction of the Proposed Scheme (often in the sequence: advance works, civil engineering works, an inactive period and railway installation), commencing in 2016. Further details on the construction programme are discussed in Volume 2, CFA Report 10, Dunsmore, Wendover and Halton (CFA10), Section 2.3.</p>
Assessment of magnitude	Medium: as residents will be affected by significant residual effects arising from visual and construction traffic (HGV movements) effects.
Relevant receptors	Owners/occupiers of the residential properties.
Assessment of sensitivity of receptor(s) to impact	High: as these are residential receptors.
Significance rating of effect	Major adverse- significant effect on residents due to loss of amenity.
Proposed mitigation options for significant effects	No further mitigation of amenity effects.
Residual effect significance rating	Major adverse- significant effect on residents due to loss of amenity.

2.4 Road Barn Farm

Table 4: Road Barn Farm community impact assessment record sheet

Resource name	Road Barn Farm, Wendover
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Residential property
Resource description/profile	One residential property located on A413 London Road to the south of Wendover.
Assessment year	Construction phase (2017+) extending into operation phase (2026+)
Impact 1: demolition	Impact: south of Wendover, the Proposed Scheme will run for approximately 500m over the Small Dean viaduct. One residential property, Road Barn Farm, will be permanently lost due to the construction of the Small Dean viaduct and the temporary construction access that will be required off the A413 London Road. Duration of impact: permanent.
Assessment of magnitude	Negligible: as fewer than five residential properties will be demolished.
Relevant receptors	Owner(s)/occupier(s) of the residential property.
Assessment of sensitivity of receptor(s) to impact	High: as it is a residential receptor.
Significance rating of effect	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).
Proposed mitigation options for significant effects	No mitigation. Compensation only for residential property owner(s).
Residual effect significance rating	Minor adverse- effect due to land required for the construction of the Proposed Scheme (not significant at a community level).

2.5 Icknield Way Trail

Table 5: Icknield Way Trail community impact assessment record sheet

Resource name	Icknield Way Trail (Bridleway WEN/57)
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Open space and recreational PRoW
Resource description/profile	The Icknield Way Trail (Bridleway WEN/57) ³ is a long distance walk from Ivinghoe Beacon near Tring to Knettishall Heath near Thetford. It was originally an ancient pre-Roman road. The route joins with other promoted routes including the Ridgeway (Footpath WEN/14), Chiltern Link (Footpath WEN/46) and Aylesbury Ring (Footpath WEN/6).
Assessment year	Construction phase (2017+)
Impact 1: temporary re-routing of promoted route	<p>Impact: the Proposed Scheme will cross the Icknield Way Trail as it follows Small Dean Lane, south of Wendover. Small Dean Lane will be temporarily closed during construction activities and diverted via Dunsmore Lane to the A413 London Road. During this closure the Icknield Way Trail will be temporary diverted via Bacombe Lane and existing footpaths WEN/13B, WEN/13C and WEN/14 to the north, resulting in an additional length of approximately 500m.</p> <p>The Icknield Way Trail will also experience some disruption slightly further north due to construction/improvement works associated with access to Grove Farm; however, there will only be negligible re-routing requirements.</p> <p>Duration of impact: up to nine months.</p>
Assessment of magnitude	Low: as the Icknield Way Trail will only experience a 500m diversion and disruption of up to nine months.
Relevant receptors	Users of the Icknield Way Trail.
Assessment of sensitivity of receptor(s) to impact	<p>Low: given that usage is low and there is an alternative promoted PRoW within the local area.</p> <p>Low usage of this PRoW was observed during the PRoW surveys⁴. A survey undertaken on Saturday 11 August 2012 (08:00-18:00, mild and clear weather) recorded five users of the route. Another survey undertaken on Sunday 2 September 2012 (08:00-18:00, weather information not supplied by surveyors) observed 13 people using the route. An autumn survey took place on Wednesday 19 September 2012 and 17 people were recorded between 07:00-19:00.</p> <p>There is one alternative promoted PRoW within walking distance of where the Icknield Way Trail is severed; this is the Chiltern Link.</p>
Significance rating of effect	Negligible- effect due to temporary re-routing (not significant).
Proposed mitigation options for significant effects	N/A
Residual effect significance rating	Negligible- effect due to temporary re-routing (not significant).

³ Icknield Way Trail; www.icknieldwaytrail.org.uk/2012_Map_whole_route.pdf; Accessed: 12 September 2013.

⁴ It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a promoted route is assessed.

2.6 The Ridgeway

Table 6: The Ridgeway community impact assessment record sheet

Resource name	The Ridgeway (Footpath WEN/14)
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Open space and recreational PRoW
Resource description/profile	The Ridgeway (Footpath WEN/14) is a national trail that follows an ancient chalk ridge road. The trail starts in Wiltshire at Overton Hill and passes through or near Streatley, Wallingford, Princes Risborough, Wendover and Tring before ending in Ivinghoe Beacon. It runs between Wendover and Bacombe Hill ⁵ . The Proposed Scheme crosses this PRoW west of Wendover when it follows Ellesborough Road.
Assessment year	Construction phase (2017+)
Impact 1: temporary re-routing of promoted route	Impact: west of Wendover, the Proposed Scheme will be in green tunnel. Construction of the Wendover green tunnel will require the temporary closure of Ellesborough Road which in turn will be temporarily re-routed on a new highway. Part of the Ridgeway runs along Ellesborough Road. During the closure of Ellesborough Road the Ridgeway will be temporarily re-routed via the temporary highway that will run behind the residential properties. The additional distance will be approximately 200m. Duration of impact: up to two years.
Assessment of magnitude	Low: the Ridgeway will be re-routed for up to two years. The extra distance, however, is minimal and the resource can continue to be used for its intended purpose without any significant inconvenience or detriment to the users.
Relevant receptors	Users of the Ridgeway.
Assessment of sensitivity of receptor(s) to impact	Medium: as this is a regularly used and valued community resource, however, some local alternative promoted PRoW are available for use in the local area. The Ridgeway is regarded as an important route for Wendover residents, who use it to access Bacombe Hill. Surveys undertaken in 2012 show that it is a well used community resource for recreational activity ⁶ : a survey undertaken on Saturday 11 August 2012 (08:00-18:00, mild and clear weather) recorded 38 users of the route (29 walkers, nine dog-walkers), with 17 of these being regular users (at least once per week). Another survey undertaken on Thursday 20 September 2012 (07:00-19:00, weather information not supplied by surveyors) observed 112 people using the route, 61 of whom were regular users and 45 of whom were using it for leisure rather than as a means to travel between two locations. There are alternative promoted PRoW within walking distance of the Ridgeway including the Aylesbury Ring (Footpath WEN/6) and Icknield Way Trail (Bridleway WEN/57), although both of these PRoW will also be affected by the Proposed Scheme, and the Chiltern Link (Footpath WEN/46).
Significance rating of effect	Minor adverse- effect due to temporary re-routeing (not significant).
Proposed mitigation options for significant effects	N/A
Residual effect significance rating	Minor adverse- effect due to temporary re-routeing (not significant).

⁵ The Ridgeway; www.nationaltrail.co.uk/ridgeway/downloads.asp?Pageld=2; Accessed: 12 September 2013.

⁶ It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a promoted route is assessed.

2.7 Residential properties on Bacombe Lane

Table 7: Residential properties on Bacombe Lane community impact assessment record sheet

Resource name	Residential properties on Bacombe Lane
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Residential properties
Resource description/profile	Residential properties on Bacombe Lane, west of Wendover, as shown on Map CM-01-032, C6 (Volume 5, Community Map Book).
Assessment year	Construction phase (2017+)
Impact 1: loss of amenity	<p>Impact: residents of approximately five properties on Bacombe Lane are predicted to experience in-combination effects arising from significant visual and noise effects during the construction phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant effects due to the visibility of the construction of the Wendover green tunnel, the Ellesborough Road temporary realignment and the temporary connection between Ellesborough Road and Bacombe Lane. There will be large scale plant and machinery associated with earthworks and temporary material stockpiles will also be visible.</p> <p>Noise: there will be significant daytime noise effects due to works on the Wendover green tunnel.</p> <p>Duration: effects coincide for up to one year and four months.</p>
Assessment of magnitude	Medium: as residents will be affected by significant residual effects arising from visual and noise effects.
Relevant receptors	Owners/occupiers of the residential property.
Assessment of sensitivity of receptor(s) to impact	High: as these are residential receptors.
Significance rating of effect	Major adverse- significant effect on residents due to loss of amenity.
Proposed mitigation options for significant effects	No further mitigation of amenity effects.
Residual effect significance rating	Major adverse- significant effect on residents due to loss of amenity.

2.8 Residential properties on Ellesborough Road

Table 8: Residential properties on Ellesborough Road community impact assessment record sheet

Resource name	Residential properties on Ellesborough Road
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Residential properties
Resource description/profile	Residential properties on Ellesborough Road, north of Bacombe Lane, west of Wendover, as shown on Map CM-01-032, C6 (Volume 5, Community Map Book).
Assessment year	Construction phase (2017+)
Impact 1: demolition	Impact: the construction of the Wendover green tunnel will require the demolition of six residential properties on Ellesborough Road in Wendover: numbers 30, 32, 34, 36, 38, and 40. Duration of impact: permanent.
Assessment of magnitude	Low: as fewer than 10 residential properties will be demolished.
Relevant receptors	Owners/occupiers of the residential properties.
Assessment of sensitivity of receptor(s) to impact	High: as these are residential receptors.
Significance rating of effect	Moderate adverse- significant effect due to land required for the construction of the Proposed Scheme.
Proposed mitigation options for significant effects	No mitigation. Compensation only for residential property owners.
Residual effect significance rating	Moderate adverse- significant effect due to land required for the construction of the Proposed Scheme.
Impact 2: loss of amenity	Impact: residents of up to 20 properties on Ellesborough Road are predicted to experience in-combination effects arising from significant visual and noise effects during the construction phase, resulting in a loss of amenity. Visual: there will be significant effects due to construction of the Wendover green tunnel, the realignment of Ellesborough Road and the provision of a temporary link road between Ellesborough Road and Bacombe Lane and the Nash Lee Road overbridge satellite compound. There will also be additional lighting in this location associated with the Nash Lee Road overbridge satellite compound and construction of the Wendover green tunnel. Noise: there will be significant daytime noise effects due to the construction of the Wendover green tunnel and also works on Ellesborough Road. Duration: effects coincide for up to one year and three months.
Assessment of magnitude	Medium: as residents will be affected by significant residual effects arising from visual and noise effects.
Relevant receptors	Owners/occupiers of the residential properties.
Assessment of sensitivity of receptor(s) to impact	High: as these are residential receptors.
Significance rating of effect	Major adverse- significant effect on residents due to loss of amenity.
Proposed mitigation options for significant effects	No further mitigation of amenity effects.
Residual effect significance rating	Major adverse- significant effect on residents due to loss of amenity.

2.9 Ellesborough Road Cricket Ground and pavilion

Table 9: Ellesborough Road Cricket Ground and pavilion community impact assessment record sheet

Resource name	Ellesborough Road Cricket Ground and pavilion
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Community facility
Resource description/profile	Ellesborough Road Cricket Ground and pavilion, as shown on Map CM-01-032, B6 (Volume 5, Community Map Book), covers 2ha and is located west of Wendover, from which it is separated by the A413 Nash Lee Road and the existing Marylebone to Aylesbury Line. The cricket ground is owned by Wendover Cricket Club and has been established for more than 50 years. It is used as the main site for the senior team of Wendover Cricket Club ⁷ . Its dimensions fulfil the requirements of the English Cricket Board for use for adult matches. Maintenance equipment, located at the ground, is also used for the cricket ground and pavilion at the Witchell.
Assessment year	Construction phase (2017+) extending into operation phase (2026+)
Impact 1: permanent loss of land	Impact: construction of the Wendover green tunnel will require the permanent loss of the Ellesborough Road Cricket Ground and pavilion owned by Wendover Cricket Club. Duration of impact: permanent.
Assessment of magnitude	High: due to the permanent loss of the facility.
Relevant receptors	Members of Wendover Cricket Club, pupils of Wendover Middle School and other users and spectators.
Assessment of sensitivity of receptor(s) to impact	High: as it is a frequently used and valued resource. The Wendover Cricket Club has approximately 400 members. The club has junior members as well as senior members. The Ellesborough Road site is used frequently, hosting adult league matches and junior matches totalling approximately 55 per year. Practice sessions are also held at the club from April through to August and for the last three years there has been an after-school club run during the summer term for Wendover Middle School. There are no local comparable alternatives. There is another cricket pitch in Wendover (Witchell Cricket Ground), also owned by Wendover Cricket Club, approximately 800m south on Witchell, which is used for recreational cricket, (some junior games and non-club games, including the Village Cup). The Witchell Cricket Ground and pavilion is not a comparable alternative, however, because it is not suitable for regular senior cricket as it is too small, has no cricket square and only an artificial pitch to play on. In addition, there are various hazards nearby, including a children's play area and public footpaths that cross the ground.
Significance rating of effect	Major adverse- significant effect due to land required for the construction of the Proposed Scheme.
Proposed mitigation options for significant effects	HS2 Ltd will continue to work with Wendover Cricket Club to assist it to identify a solution to promote the continued operation of the club, within the scope of the National Compensation Code.
Residual effect significance rating	Major adverse- significant effect due to land required for the construction of the Proposed Scheme.

⁷ Wendover Cricket Club; <http://wendovercc.play-cricket.com/home/home.asp>; Accessed: 12 September 2013.

2.10 Aylesbury Ring

Table 10: Aylesbury Ring community impact assessment record sheet

Resource name	Aylesbury Ring (Footpath WEN/6)
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Open space and recreational PRoW
Resource description/profile	Aylesbury Ring (Footpath WEN/6) is a 50km circular walking route around the town of Aylesbury and through Wendover. It is promoted as a walking route by Buckinghamshire County Council (BuCC) and Aylesbury and District Ramblers ⁸ , as shown on Map CM-01-032, B6 (Volume 5, Community Map Book). The walk forms a ring around the outskirts of Aylesbury and passes through Wendover. The route is waymarked throughout except where it follows the North Buckinghamshire Way (Footpath WAD/4).
Assessment year	Construction phase (2017+)
Impact 1: temporary re-routing of promoted route	<p>Impact: the Wendover green tunnel will cross the Aylesbury Ring west of Wendover. The construction of the Wendover green tunnel will require the Aylesbury Ring to be temporarily re-routed in this location until completion of the Wendover green tunnel. The temporary re-route will add approximately 800m to the route.</p> <p>Duration of impact: approximately two years and three months, then the Aylesbury Ring will be reinstated over the Wendover green tunnel after completion of the works.</p>
Assessment of magnitude	Medium: as the resource will be partially compromised and unusable.
Relevant receptors	Users of the Aylesbury Ring.
Assessment of sensitivity of receptor(s) to impact	<p>Medium: as the temporary 800m re-route of the Aylesbury Ring will last for more than two years.</p> <p>There are several alternatives within walking distance of the promoted walk including the Chiltern Link (Footpath WEN/46), the Icknield Way Trail (Bridleway WEN/57) and the Ridgeway (Footpath WEN/14), although the latter two will also be affected by the Proposed Scheme. Survey data from September 2012 reported a mixed picture with regard to the use of the Aylesbury Ring⁹. A total of 31 users were reported on the Saturday 1 September 2012 (08:00-18:00, weather information not supplied by surveyors) but no users reported on Sunday 2 September 2012 (08:00-18:00, cloudy weather with some showers).</p>
Significance rating of effect	Moderate adverse- significant effect due to temporary re-routing.
Proposed mitigation options for significant effects	N/A
Residual effect significance rating	Moderate adverse- significant effect due to temporary re-routing.

⁸ BuCC; The Aylesbury Ring; www.bucksc.gov.uk/media/947260/Aylesbury_Ring.pdf; Accessed: 12 September 2013.

⁹ It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a promoted route is assessed.

3 Community impact assessment record sheets - operation

3.1 Residential properties on Nash Lee Lane

Table 11: Residential properties on Nash Lee Lane community impact assessment record sheet

Resource name	Residential properties on Nash Lee Lane
CFA	Dunsmore, Wendover and Halton (CFA10)
Resource type	Residential properties
Resource description/profile	Residential properties on Nash Lee Lane, Nash Lee, as shown on Map CM-01-033, E6 (Volume 5, Community Map Book).
Assessment year	Operation phase (2026+)
Impact 1: loss of amenity	<p>Impact: residents of approximately five properties on Nash Lee Lane, Nash Lee, are predicted to experience in-combination effects arising from significant visual and noise effects during the operation phase, resulting in a loss of amenity.</p> <p>Visual: there will be significant visual effects due to the visibility of the B4009 Nash Lee Road overbridge and the partial visibility of the overhead line.</p> <p>Noise: there will be significant airborne noise increases from the new train services.</p> <p>Duration: during operation of the Proposed Scheme.</p>
Assessment of magnitude	Medium: as residents will be affected by significant residual effects arising from visual and noise effects.
Relevant receptors	Owners/occupiers of the residential properties.
Assessment of sensitivity of receptor(s) to impact	High: as these are residential receptors.
Significance rating of effect	Major adverse- significant effect on residents due to loss of amenity.
Proposed mitigation options for significant effects	No further mitigation of amenity effects.
Residual effect significance rating	Major adverse- significant effect on residents due to loss of amenity.

4 Open space survey/public rights of way survey results

4.1 Survey process

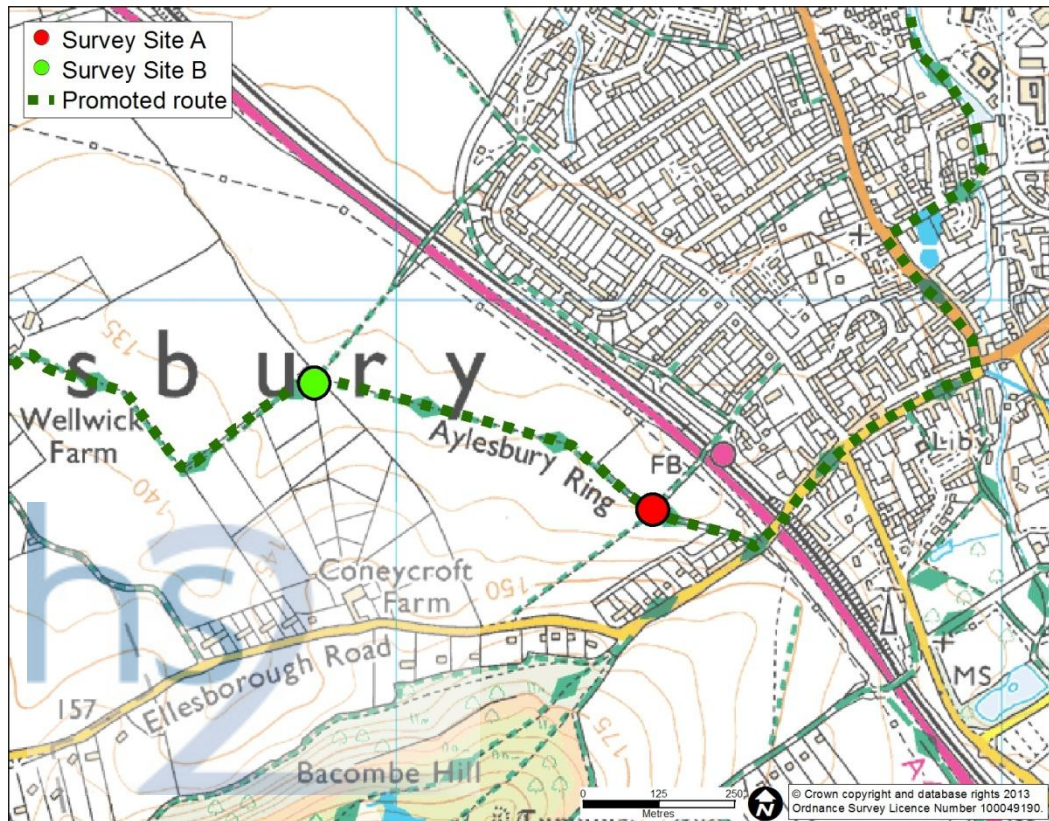
- 4.1.1 Open space and PRow surveys have been undertaken to collect primary survey data on the use of open spaces and promoted walks, cycleways, bridleways or byways that may be affected by the Proposed Scheme. The information collected helped to identify the sensitivity of the open spaces and promoted routes and their users to potential losses, isolation or and/or amenity effects.
- 4.1.2 The PRow surveys took place on one weekend day (continuously from 08:00-18:00) in rural areas or one weekday (continuously from 07:00-19:00) in urban areas, with days and timings chosen to capture peak usage. All users of the PRow were counted during those time periods. Users that came and returned during the course of the survey period along the same PRow would have been counted on the outward and return journey. The PRow surveys were undertaken for the purposes of the traffic and transport assessment and the results were then adapted for the analysis of promoted routes for the community assessment. Weather conditions were not generally recorded by the surveyors for the PRow surveys.
- 4.1.3 Within the study area no significant effects on open spaces have been identified within the assessment; accordingly only a PRow survey is presented here.

4.2 Aylesbury Ring, Aylesbury Vale

Site overview

- 4.2.1 Surveys were undertaken at two locations, sites A and B located to the west of Wendover.

Figure 1: Site overview for the Aylesbury Ring



- 4.2.2 Aylesbury Ring (Footpath WEN/6)¹⁰ overview:

- typology: green corridors – including river and canal banks, cycleways, bridleways, and footpaths;
- facilities and/or assets on site: public footpath;
- length of PROW: 50km (32 miles);
- owned/managed by: BuCC;
- local context: rural and semi-rural; and
- any classifications or standards: Chilterns AONB.

- 4.2.3 Aylesbury Ring (Footpath WEN/6) is a circular walk of moderate difficulty around Aylesbury which passes through Wendover, Waddesdon and Aston Clinton. This walk links with other promoted routes including the North Buckinghamshire Way

¹⁰ Buckinghamshire County Council; Aylesbury Ring; http://www.buckscc.gov.uk/media/947260/Aylesbury_Ring.pdf; Accessed: 12 September 2013.

(Footpath GLK/6), Midshires Way (Footpath GLK/6), the Ridgeway (at Ellesborough Road) and the Grand Union Canal Walk (Footpath WEN/12).

Relationship between the site and the Proposed Scheme

- 4.2.4 The Aylesbury Ring (Footpath WEN/6) will be re-routed for approximately two years and three months during the construction of the Wendover green tunnel. The additional distance during this diversion will be approximately 800m. Following construction the Aylesbury Ring (Footpath WEN/6) will be reinstated over the green tunnel.

Survey dates and times

- 4.2.5 Surveys were undertaken as follows.

- 4.2.6 Summer:

- site A - Saturday 1 September 2012, 08:00-18:00 (weather information not supplied by surveyors); and
- site B - Sunday 2 September 2012, 08:00-18:00 (cloudy with showers).

Survey sites and zones

- 4.2.7 Surveys were undertaken at two sites. Site A is west of Wendover, approximately 110m from A413 Nash Lee Road, where the Aylesbury Ring (Footpath WEN/6) intersects with another footpath. Site B is approximately 600m north-west of site A, where it crosses with another PRow. Both sites A and B are near to where the walk is intersected by the Proposed Scheme for the first time.

Table 12: PRow - survey sites, zones and duration of survey period

Name	Location	Survey Duration	Frequency
Survey site A	West of Wendover, approximately 110m from A413 Nash Lee Road.	10 hours	Once
Survey site B	West of Wendover, 600m north-west of site A.	10 hours	Once

Key findings and observations

Total number of users by use type

- 4.2.8 A total of 31 people were observed using the PRow over the course of the 10 hour survey day at site A. No users were observed at site B.

Table 13: Total number of users

	Informal recreation						Formal/organised active recreation						Numbers of users for all use types by survey date/time
	Walking/dog walking	Running	Cycling	Sitting/relaxing/ picnicking	Child play areas	Other (specify)	Pitch based sports ¹¹	Court based sports ¹²	Golf/putting	Water based sports ¹³	Noisy sports ¹⁴	Other (specify)	
Summer surveys - site A													
Weekend [1 September 2012, 08:00-18:00	30	1	0	0	0	0	0	0	0	0	0	0	31
Summer surveys - site B													
Weekend [2 September 2012, 08:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Comparative trends

- 4.2.9 Site A was used considerably more than site B that was not used at all during the survey day.

Numbers of users by type of activity

- 4.2.10 The most popular activity observed during the survey was walking and dog walking.

Summary of key findings

- 4.2.11 The most popular usage type was walking and dog walking.

Factors affecting assessment

- 4.2.12 Surveys undertaken on 1 September 2012 and 2 September 2012 took place during the London 2012 Paralympics. It is possible that this event may have led to reduced usage levels, as potential users may have chosen to watch the events elsewhere instead of using this PRoW.
- 4.2.13 A variable but low usage was observed on the survey days. It should be noted that there are no benchmarks against which to judge whether a PRoW is well used or not for a given population density. Usage is only one of the criteria by which the value to the community of a PRoW is assessed.

¹¹ For example, football, cricket, rugby.

¹² For example, tennis, squash, bowls.

¹³ For example, swimming, sailing, canoeing, fishing/angling, boating.

¹⁴ For example, go carting, motor cross, quad biking.

5 References

BuCC; The Aylesbury Ring; www.buckscc.gov.uk/media/947260/Aylesbury_Ring.pdf; Accessed: 12 September 2013.

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Wendover Cricket Club; <http://wendovercc.play-cricket.com/home/home.asp>; Accessed: 12 September 2013.